

REMARKS

Claims 1-34, 38 and 42 remain pending. Reconsideration is respectfully requested.

An IDS was filed on October 17, 2007 along with the requisite fee just after the date of final Office action but before receipt thereof. Consideration thereof is respectfully requested in the RCE.

Claims 1-34, 38 and 42 were rejected under 35 U.S.C. § 103(a) as obvious over Roycroft (U.S. Patent No. 6,855,017) in view of Gere (U.S. Patent No. 5,590,617) and further in view of Tasaki et al (U.S. Patent No. 5,244,425). The Examiner asserts inter alia, that the claimed ratios, ranges and values are considered mere engineering design choices to enhance and optimize performance characteristics for the jet drive. Applicants respectfully traverse. More specifically, it is submitted that the described and claimed ratios, ranges and values fall outside conventional efforts to enhance and optimize performance and that the ultimate result is a jet drive that is capable of delivering a thrust to intake length ratio of greater than 18,000 Newtons/meter. This has heretofore not been achievable due to cavitation and is most certainly not suggested by any combination of the cited art. Such capability is uniquely adapted for powering an amphibious craft to the extent that it allows a single jet drive unit to be used to provide adequate thrust to facilitate planing.

Positioning the jet drive completely within the vehicle's hull raises problems that have not even been considered in the adaptation of conventional jet drives to amphibious vehicles, especially with regard to planing amphibious vehicles. Consequently, the solutions thereto, let alone the specific solutions claimed herein cannot reasonably be considered obvious.

In light of the above remarks, applicants earnestly believe the application to be in condition for allowance and respectfully request that it be passed to issue. The commissioner is authorized to charge any deficiencies in fees or credit any overpayments to our Deposit Account No. 06-2425.

Respectfully submitted,

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